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55th Avenue route was political pick

Jul. 8, 2006 12:00 AM

June 29, 2006, is a day that will live in infamy. The Arizona Department of Transportation picked 55th Avenue for all the wrong reasons as the western leg of South Mountain Freeway.

The Maricopa Association of Governments, ADOT, and others should admit their decision was based on pure politics and had nothing to do with easing future traffic congestion.

ADOT, MAG and the politicians stressed over and over again how the state needed to follow the 1985 traffic study. Using this logic, Arizona would have been on top of things if they had built Interstate 10 into the metro area using a study from 1965. I guess being up to date is relative.

Another reason for the 55th Avenue alignment was a recent MAG analysis that said the Loop 101 connection would increase traffic on Interstate 10 between Loop 101 and Loop 303. Let's say that is true. By having to drive farther into the metro area to go around it we lessen traffic where?

Maybe I'm thinking wrong, but wasn't one of the stated goals of the South Mountain Freeway to lessen traffic in the metro corridor? And this is accomplished how?

ADOT says I-10 will have additional lanes added to the section from 55th Avenue to Loop 101. That corridor is already full of lanes. The additional lanes are going to be added how? By purchasing property and widening the corridor? By stacking? By narrowing each lane?

The names of the decision-makers need to be published so drivers can curse the correct name when stuck in the traffic jams that will result from this extremely poor decision. **-Alan Griggs, Buckeye**

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